

demonstrated for the metropolitan planning areas of Clarksville-Hopkinsville (Christian County), Louisville (Bullitt, Jefferson, and Oldham Counties), Cincinnati-Hamilton (Boone, Campbell, and Kenton Counties), and Huntington-Ashland (Boyd County). The KYTC has shown conformity for these areas as required by June 15, 2005.

A conformity determination is required for the long-range transportation plans from each of these designated maintenance areas prior to the authorization of any federally-funded projects to ensure that air quality will not be adversely affected (i.e., no increase in carbon monoxide, volatile organic compounds (VOCs), nitrogen oxides (NOX), sulfur dioxide (SO₂), or particulate matter (PM)). Currently, all these areas in Kentucky have a conforming long-range plan. The Jefferson County Air Pollution Control District will perform the air quality evaluation of the Jefferson County long-range transportation plan. DAQ evaluates each conformity analysis. USDOT makes the conformity determination. SIP conformity documentation will be incorporated by reference into the STIP as the individual TIP updates are amended into the STIP. (See Appendix A, Exhibit A-4 for air quality conformity letters).

4. Congestion Mitigation and Air Quality Improvement Program

The FY 2007-2010 STIP has been developed in full recognition of Title 23, which establishes a distinct funding source to address Congestion Mitigation and Air Quality (CMAQ) issues. The FHWA and the FTA have set aside funds for CMAQ. The funds are made available for projects within the identified designated air quality areas for the purpose of reducing traffic congestion and improving air quality. In areas included in, or contiguous with a Metropolitan Planning Organization (MPO), applicants submit project requests (CMAQ applications) to the KYTC's Office of Special Programs. The MPOs will receive copies of all applications and have the opportunity to prioritize their requests and submit them to the KYTC's Office of Special Programs. The KYTC and the Kentucky Division for Air Quality (DAQ) work together in cooperation and selects projects to be funded as CMAQ funding is available. The FHWA reviews the projects for an eligibility determination and the KYTC is responsible for the disbursement and management of the CMAQ funds.

5. Fiscal Constraint

In accordance with 23 CFR 450.216(a)(5), the STIP is required to be financially constrained by year, include sufficient financial information to demonstrate which projects are to be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the system as a whole is being adequately operated and maintained. The FY 2007-2010 STIP Fiscal Balance Worksheets (Table 1, pages 11, 12, and 13) show anticipated funding levels (existing and projected federal fund apportionments) and compares them against planned outlays (obligations) for each of the next four fiscal years. The FY 2007-2010 STIP federal funding level forecasts are based on SAFETEA-LU, the most recent transportation reauthorization act. SAFETEA-LU was enacted by the United States Congress in 2005 and provided identified levels of funding dedicated to each state through 2009. These state-specific levels of funding were broken down into individual program funding categories as determined by SAFETEA-LU's application to Federal Highway Trust Fund formulas. For the purposes of this edition of the 2006 STIP, the funding levels for FY 2010 were assumed to be equivalent to those for fiscal year 2009, the last year of SAFETEA-LU.